

November 15, 1999

TO: Members of the MAG Transportation Review Committee

FROM: Gary Brown, Chairman, Tempe

SUBJECT: SPECIAL MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, November 23, 1999 - 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

The next meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage. If you have any questions or need additional information, please contact Terry Johnson or Chris Voigt at 254-6300.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or ten people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you.

TENTATIVE AGENDA

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Approval of November 2, 1999, Meeting Minutes</u>	2. Review and approve November 2, 1999 meeting minutes.
3. <u>Call to the Audience</u>	3. For information.
An opportunity will be provided to members of the public to address the Committee. Citizens will be requested not to exceed a three minute time period for their comments.	

4. Transportation Manager's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Manager.

4. For information and discussion.

5. Approval of Consent Agenda

Committee members can request that an item be removed from the consent agenda. Consent items are marked with an asterisk.

5. For information, discussion and possible action to approve the Consent Agenda.

CONSENT AGENDA

*6. Status Report on Interchange Improvements for Existing Freeways

*6. For information.

____ MAG priorities include completion of 29 interchange improvements on the existing freeway system by 2007 (see attachment). The cost of these improvements is estimated at \$74 million. Only four interchanges remain to be programmed. Related issues include:

- Design concepts and costs for each interchange.
- Multiple funding sources in same locations.
- The use of CMAQ funds on the State Highway System.
- Project ownership.
- Ability of the freeways and ramps to handle additional left turn traffic resulting from adding dual left turn lanes.

*7. CMAQ Projects on the State Highway System

CMAQ projects are included on the State system for two basic reasons. First by Regional Council action a portion of CMAQ funding is provided to ADOT for construction of new freeways. As CMAQ funds cannot be used to construct new roadways, ADOT has programmed its CMAQ funds for freeway management system projects (and potential traffic interchange improvements) in exchange for an equal amount of ADOT discretionary funds being applied to new freeway construction.

Second, ADOT and local jurisdictions have requested CMAQ funds for projects on the State Highway System (usually T.I. improvements). As a result of CMAQ and local funding commitments, several projects on the State Highway System are now listed in the MAG TIP as local projects (see attachment for this agenda item).

____ Projects on the State Highway System are constructed under the jurisdiction of ADOT--not local jurisdictions. Therefore, it is proposed that all projects on the State Highway System be listed in the MAG TIP as ADOT projects.

*7. For information and recommendation that projects on the State Highway System be listed in the MAG Transportation Improvement Program (TIP) as ADOT projects.

ITEMS TO BE HEARD

8. Report on the MAG Freeway Program

MAG Freeway Program Management will address issues related to the Freeway Life Cycle Program including funding levels, and program additions (see attachment).

9. Grand Avenue Major Investment Study

The MAG Grand Avenue Feasibility Study recommended three long term options for further consideration between I-17 and Loop 101 (1) alternating grade separation, (2) an expressway with stop lights, and (3)

8. For information, discussion and possible action to recommend that proposed new projects be incorporated into a draft tentative life cycle program of freeway projects.

9. For information, discussion and possible action to recommend including the Grand Avenue Major Investment Study (MIS) in the Draft MAG Long Range Transportation Plan: 2000 Update for a conformity analysis. The MIS concept is for completion by 2006 and the Long

an expressway without stop lights. In May 1998, the MAG Regional Council approved conducting a Major Investment Study for the Grand Avenue Corridor. The 1999 Update of the MAG Long Range Transportation Plan includes a controlled access express way on Grand between Loop 101 and I-17.

The ADOT 2000-2004 program includes \$160 million to improve eight intersections along Grand Avenue. The Grand Avenue Major Investment Study developed two options for improving these eight intersections: Option 4 -- alternating grade separations and Option 5 --limited expressway. The long range concept was not developed. The ADOT Grand Avenue Steering recommends that *“Option 4 with modifications be implemented in the Grand Avenue Corridor. The modifications to Option 4 are to use the Option 5 concept at the 43rd/Camelback intersection and at the 59th/Glendale intersection. This recommendation allows Grand Avenue to be further upgraded to expressway standards by elimination of access and construction of additional grade separations along Grand Avenue as indicated in the MAG Long-Range Plan.”* The total cost of the proposed option is \$176.6 million. An Executive Summary of the Grand Avenue MIS is attached and a full copy of the report is available on request.

10. Available Regional Funding: 2001-2005

Regional Transportation Funding can be divided into three groups: MAG Federal, (STP and CMAQ) ADOT discretionary and Federal transit.

Existing policies regarding completion of the Regional Freeway System effectively account for all of the MAG STP funds leaving only CMAQ funds for non freeway projects. Accordingly, MAG CMAQ funds

Range Transportation Plan concept will continue to be a controlled access expressway.

10. For information and discussion.

available for programming were initially estimated as \$57 million over the 2003-2005 period.

Federal transportation revenues have been higher than anticipated and this surplus has been addressed as Revenue Aligned Budget Authority (RABA). Recently, Congress has acted and the President has signed a bill authorizing the expenditure of RABA funds in FY 2000. This is estimated to total \$4.5 for MAG STP and CMAQ funding in 2000. The full impact of RABA over the FY 2000-2005 program period is unknown but is conservatively estimated to be \$22 million.

The ADOT Resource Allocation Advisory Committee has recommended a funding estimate of \$207 million to the MAG region in 2005. After a \$50 million set aside for new freeways and \$34 million for lump sum programs, \$123 remains for new major ADOT projects in the region in 2005. The impact of RABA on ADOT funding for this region remains to be determined. It is our understanding that any increase in funding would be allocated to MAG and PAG.

Most regional transit funds are largely federal funds which can be used for capital and maintenance only. Principal regional transit funding categories included the following:

- 5307 Funds. Formula allocated federal funds of approximately \$20 million per year.
- 5309 Funds. Special congressional allocation of approximately \$4 million per year plus anticipated rail allocations.
- STP Flex. ADOT has allocated \$3.2 million in FY 2000 for regional transit projects.

11. Air Quality Update

In June 1999, the MAG Regional Council approved the MAG 1999 Serious Area Particulate Plan for PM-10 for the region. The Environmental Protection Agency has reviewed this plan and indicated they will not be able to approve the plan without further commitments to reducing particulates (please refer to attached letter). Without these additional commitments, sanctions will be forthcoming and federal highway funding will be curtailed starting in September 2000. The most likely solutions are funding commitments to pave dirt roads and replace current street sweepers with PM-10 efficient street sweepers. Staff will provide an update.

12. Cooperatively Developed MAG/ADOT Project Rankings for State Transportation Projects

Project requests for ADOT discretionary funds are listed in the attachment for this agenda item. This list includes local project requests on the State Highway System, ADOT project proposals, and all unprogrammed projects adopted by the MAG Regional Council for completion by 2007. MAG and ADOT staff have cooperatively developed recommend priorities for ADOT discretionary funding as listed in the attachment.

13. Cooperatively Developed MAG/RPTA Rankings of Regional Transit Projects

Federal funds can only be used for capital projects (including maintenance) while local funds are used to operate transit. Therefore, the TRC will focus on regional federal transit capital funds including, 5307 5309, CMAQ and STP Flex. In the past, 5307 funds (federal formula funds) have been over-programmed after the second year. New policy direction is to not over program this funding category.

11. For information, discussion and possible action.

12. For information, discussion and possible action to recommend that proposed 2005 major projects for ADOT discretionary funds be incorporated into a draft five year program of projects.

13. For information, discussion and possible action to recommend that proposed new transit project for 5307, 5309 and STP flex funding be incorporated into a draft five year program of projects.

The attachments for this agenda item include transit project recommendations for (1) new 5307 projects, (2) 5309 project requests for FY 2001 through 2005, and (3) ADOT STP flex projects for FY 2000-2005.

14. CMAQ Program: FY 2003-2005

At the last meeting of the TRC, project priorities from the modal committees were reviewed and initial modal allocations were recommended. MAG staff has systematically applied these allocations to modal committee project ratings to develop an initial scenario (see attachments for this agenda item).

In order to meet PM-10 Plan requirements staff has developed an alternative option that emphasizes paving dirt roads, buying vacuum sweepers and fully funding continuation of demand management programs. These additional projects are programmed with \$22 million in RABA funds and \$3.6 million in air quality contingency funds with these additional funds. The staff recommendation continues to program all projects under the TRC modal allocations approach. Specific additions of the staff recommendation include the following:

- Streets. Nearly all projects that pave dirt roads are recommended for funding and total \$14.2 million. Maricopa County is providing a 50 percent match for its projects (\$10.8 million) to pave all roads in the unincorporated portions of the PM-10 area with more than 130 vehicles per day (see attached listing of projects).

The South Coast Air Quality District has approved a list of certified PM-10 efficient sweepers that average approximately \$124,000 each (See

14. For information, discussion and possible action to recommend that proposed new projects for CMAQ funding be incorporated into a draft five year program of projects.

attached list). Six million dollars is reserved to purchase approximately 48 vacuum street sweepers.

- Transit. An additional park-and-ride lot is added to maintain the commitment of opening ten regional park-and-ride lots in the next five years.
- Air Quality. Programmed and proposed contingency funds are removed and applied to paving dirt roads and PM-10 efficient street sweeping to meet immediate air quality needs. Also, funds are increased to continue all current demand management programs.
- Telecommunications. Adequate funding is added to continue current telecommuting and teleconferencing programs.

The recommended program also includes \$1.0 million per year in the STP funds for planning and \$34.1 million per year in STP and CMAQ funding for freeways.

15. Next Meeting Date

The next regularly scheduled TRC meeting is Tuesday, December 7, 1999 at 10:00 a.m. in the MAG Office, Saguaro Room.

15. For information.

ATTACHMENT

AGENDA ITEM 6

ATTACHMENT

AGENDA ITEM 7

ATTACHMENT

AGENDA ITEM 8

ATTACHMENT

AGENDA ITEM 9

ATTACHMENT

AGENDA ITEM 11

ATTACHMENT

AGENDA ITEM 12

ATTACHMENTS

AGENDA ITEM 14

MODAL ALLOCATIONS FOR UNCOMMITTED CMAQ FUNDING*
(in Millions)

	TRC Recommended Initial Modal Allocations	Initial Application of TRC Modal Allocations	Staff Recommendation
STREETS	\$15.0	\$14.4	\$34.5
TRANSIT	\$12.0	\$10.7	\$14.1
ITS	\$9.0	\$9.7	\$9.7
BICYCLE	\$10.0	\$10.0	\$10.0
PEDESTRIAN	\$3.0	\$2.6	\$2.6
OTHER			
- Air Quality		\$4.7	\$3.9
- Human Services		\$1.5	\$1.5
- Telecommunications		\$1.4	\$3.2
Subtotal	\$8.0	\$7.6	\$8.6
BALANCE		\$2.0	\$3.1
GRAND TOTAL	\$57.0	\$57.0	\$82.6**

* Recommended program includes \$1.0 million per year in STP funds for planning and \$34.1 million in STP and CMAQ for freeways.

**Includes \$22 million in RABA and \$3.6 million in air quality contingency funds.

**LIST OF COUNTY
DIRT ROADS PROPOSED FOR
PAVING**